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Pasadena Mountain Bike Club

September 2001 Newsletter

b *Don't miss our Back-to-School rides!* **b**



Ride with us...be happy

This Month's Top Stories

- Message From The President
- Pretty Pictures
- Product Reviews
- Riding Tips

- Some of the usual stuff
- Handy addresses

MESSAGE FROM THE PRESIDENT

Here it is, at last, your latest edition of the Pasadena Mountain Bike Club Newsletter. It seems like I'm always keeping our newsletter's editor, Scott, waiting for this

thing. You would think that it's be worth the wait but you'd be wrong. I haven't whined about how many of you haven't renewed your PMBC memberships in a few months,

but we've stopped sending it to you slackers already so I would hope that you got the message by now. I was also thinking about bringing back my gripe about participation at rides and meetings but it's cool because you're missing some good action like always. I can at least usually count on Ray Herrera and John Khao to join me on most of the Thursday Night Rides even and Scott never misses the rides he's signed up to lead. My new-and soon to be former-job (since Schwinn and GT will have been sold again by the time you read this) has given me the time and flexible enough schedule to make most rides nowadays so be there to ride with me you slackers! I hope you'll make it out to the next Taco Ride with Tony the Peck, since it seems like he's moving out of his loft after all, and it might be our last one of those downtown adventures. We can still ride out there anyway since they are so cool and the tacos just rule. Ask anyone who's made it out to one. The Peck's impending change in domiciles does throw a monkey wrench in our plans (just recently hatched at the last club meeting) to resurrect the fabulous, World Famous, PMBC's End-Of-Season/Day of the Dead, **Ride/Party/BBQ/Live Concert/Schwagfest/Costume Party/Tricycle Racing Extravaganza!!!** If you've been around long enough to have experienced one of our previous bashes, you probably would like to see them return. Well we were talking about bringing back from the dead. Since we lost the use of Jon Adams' stylish mountainside abode for the party like in years past (since that joker up and moved to Arizona), it won't quite be the same but we figured that the people and the scene could transcend the location. Plus having one in downtown LA would add to the spookiness. So much for that plan. However, if you'd like to volunteer your place for a little more low key party than the old, 200-person shindigs we used to throw, let us know. By all means bring it up at the next meeting that you'll be attending on the first

Wednesday of the month at Fuddruckers Restaurant in the Hastings Ranch shopping center at 7:30pm. We'll also be chowing on some \$6 burgers that are actually worth the six bucks, unlike the one in the commercials that I think isn't worth the \$3.95, and planning the next month's rides out. Be there to suggest your favorite and volunteer to lead it. Share your cool riding spots with us.



I have no current news on the state of trail work with the Mount Wilson Bicycling Association but give their machine a call at (626)795-3836 and see what's up for yourself. There was no message the last time I checked-which was about five minutes ago. Bummer. I was looking forward to riding my Dyno Deuce Kruiser up to Henninger for the Pancake Breakfast. I hope they still have one. You guys will just have to check it out on a Taco Ride. Now I have a real excuse for going slow.

Hasta,

Martin



Martin...back when he was an office slug

Product Review

by Mark Thome

Serfas Bike Cases

The past several years, Fofo and I have spent repeatedly going to all these cool moto events around the country, and pretty soon they all start looking alike. All those airplanes, glamorous hotel rooms, rental cars, & etc. all start looking the same. So, one of my New Year's resolutions was to try to go mountain biking in as many "new" places as possible. After all, why not take more of a bite out of the local flavor than just happy hour at another local Holiday Inn?

I've often considered renting a bike case, but for what the bike shops charge (if you can find them at all), it becomes kinda prohibitive on the cost before you even get started. So, I finally sucked it up, and purchased two new Serfas bike cases.



They are very simple – two overlapping plastic shell halves on the outside, with three sets of shipping foam and four anchor straps on the interior, held securely together by four lockable ratchet-latches. Each case has a good set of wheels on one of the short ends, and a heavy nylon strap for pulling the case around on the wheels when necessary. Plus, each case has a set of rubber bumpers along the bottom section for upright storage.

Serfas provides a good set of instructions for the first-time user. Basically, you remove your skewers from each wheel (put the skewers in a baggie), and put your two wheels in first, on one layer of foam. Then, you set another layer of foam over your

wheels. Then, remove your pedals from your cranks (again, put your pedals in a baggie). Remove your seat post from the frame. Then, remove your handlebars from your stem (no need to remove from your cables), and turn your stem 90-degrees so it's sideways to your forks, and will lay flat. You'll probably need to use a twist-tie or a zip-tie to pull your derailleur in close to the frame.



Then, lay your flattened-out bike on the second layer of foam. Place your seat & post in the area between the rear chainstays, and place your loose handlebar (still attached to the cables) in the open front-triangle area of your frame. Secure the frame with each of the supplied nylon straps at each corner of the case...this will keep most everything from moving around during transport. Place your baggies containing your skewers, pedals, (and don't forget your Allen wrenches, pedal tool, and any other tools you used to disassemble your bike) securely into the remaining open spaces.



Then, place the third/final layer of foam on top of your bike. Place the top of the "shell" on top of that (careful nothing's sticking out of the edges), and use the ratchet-latches to pull the two halves of the case together tight. It's a very good idea to secure the latches with padlocks if your bike will be out of your control during the trip.



I recently shipped my GT Zaskar LE bike to Maui, and found that the case worked great. A couple comments about how that worked:

- Overall weight was around 58 pounds. Since the only way you can ship UPS to Hawaii is "2nd Day" or "Next Day"...there is no "Ground" (duh!), the UPS fees were pretty steep. I might have been better off spending the bucks to rent a high-end mountain bike for a week. Still, it was schweet having my own bike to ride around in Hawaii.
- If you're renting a car – we were – you'll need to ship the bike case directly to your hotel, since the case is a bit too big to fit on or in a rental car conveniently. The other alternative is to rent big – something like an SUV – to deal with getting your bike off & on curbside and getting around on your trip.
- Many airlines have favorable bike-case shipping policies and prices. Check with your airline before you book your flight to inquire about their bike shipping costs. If you're a NORBA or USCF member, you're eligible to receive two one-way certificates

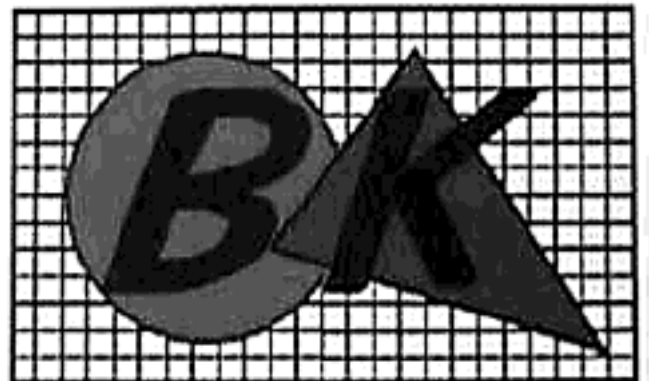
to ship your bike case annually for FREE on United. Check the NORBA website for details.

One other nice thing about having bike cases, is you can use 'em for other stuff. Since the Serfas case fits easily on top of my Isuzu's roof rack, I can put all kinds of extra clothing & gear in there for winter trips, and simply tie-down the case to my rack.

Summary: Bike cases are bitchin', but you have some new issues to consider. Plan ahead, and it's a schweet way to have your own bike at your disposal when you travel to your chosen exotic locales.

Pasadena Cyclery
1670 East Walnut Street
Pasadena, Ca 91106
(626) 584-6391

For PMBC members, I'll be running an ongoing Classified ad in the newsletter if anyone would like to rent my case(s). The price is silly cheap (\$20 per case/per trip), and all I ask is that they be returned with a tacky sticker on 'em from wherever they've been!



**SIGNS INC.
& CRANE SERVICE**

Riding can be easier for you

(...and other lies)

by Scott Dayman

We've already heard from Doug Sullivan, our club's new Fitness Expert. I know of one person who's taken advantage of his services via e-mail. He's still churning out advice for those who want to listen. Drop him a line at doug@pmbc.org if you have any questions.

If you've ever ridden with Doug, you'll notice that the rides that leave you gasping for air, are pretty easy for him. Here's the secret...he's *fit*, you're *not*.

How can YOU get fit? I haven't found a fitness pill yet that'll build my strength and endurance while I sit in front of a computer every day. So I try to work around my chair-potato schedule to get fit. Luckily, I don't live so far from work that I can't cyclocommute. I've probably mentioned that already.

What works for me without having to do giant hillclimbs or epic rides on the weekends, is just RIDE! My commute to work is about 4-5 miles each way. It's mostly flat, and it's not THAT much of an effort. It only takes me about 20-30 minutes each way. If I'm lucky, I can ride to work several days each week. I try to ride at least two days, which keeps me from getting rusty come the weekend.

To get my weekend riding easier, I try to ride more, and faster to work. I've even taken to exclusively using my big ring for the entire ride.

I've noticed two things from this regimen; I'm starting to use the next harder gears on my route to and from work. I've also noticed that my weekend rides aren't so painful.

So how can YOU do this? As I've said, my round trip ride is about an hour. Surely, you can spare an hour sometime during the day. Don't whine about the heat...I ride in it on my way home. It won't kill you.

If you can spare this hour during one day, I'd bet there's a second day during the week you can do this, and then you'll be ready for the weekend.

We'll even help you, since we're here just for your personal well-being. We have our Thursday Night Rides, and that's about a real hour of riding. And we have rides every Saturday, and about every other Sunday. Those are one to three hours per ride, all designed to make you a stronger rider without inducing too much pain.

If you're not riding, you're heading into a downward spiral of your fitness level. As I've found, with minimal effort every week, I can keep riding a semi decent pace during the weekends. In fact, I even look forward to my weekend rides just to see how much my weekday riding has helped. So get off your butt and ride. Then ride again. It WILL get easier, and we like easy.



Rides and Events



*Helmets required on ALL rides!
Call the RideLine at (626) 577-RACE for info*

Saturday Sept. 1 – Chesebro Canyon, Agoura Hills. 8:30 am at the park. Ride Leader – Scott Dayman.

Monday Sept. 3 – Labor Day Labor, probably starting with a Toll Road climb. Check the rideline for details.

Wednesday Sept. 5 – Club meeting at Fuddrucker's in Hastings Ranch, 7:30 pm.

Thursday Sept. 6 – Hoyt Canyon, ANF. Ride Leader – Ray Herrera.

Saturday Sept. 8 – Beginners Ride. Meet at Pasadena Cyclery at 8:00 am. Ride Leader TBA.

Sunday Sept. 9 – Chilao/(Eddie)Vetter Mtn./Mt. Hillyer Trail Loop, ANF. Ride Leader – John Khao.

Thursday Sept. 13 – Brown Mountain, Altadena. Ride Leader – Martin Gomez.

Saturday Sept. 15 – Taco Ride w/Tony the Peck, Downtown LA. Ride Leader – Tony the Peck. Check the rideline for time and meeting place.

Thursday Sept. 20 – Marshall Canyon, La Verne. Ride Leader – Martin Gomez.

Saturday Sept. 22 – Beginners Ride. Meet at Pasadena Cyclery at 8:00 am. Ride Leader – Scott Dayman.

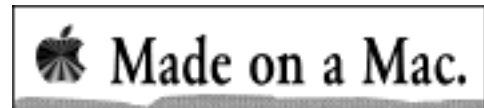
Saturday Sept. 22 – Rosarito to Ensenada 50-mile Fun Bike Ride, Baja California, Mexico. Ride Leader – Ray Herrera. E-mail us at mailbag@pmbc.org to join him down there.

Sunday Sept. 23 – Chino Hills State Park, Chino Hills. Ride Leader – Martin Gomez.

Thursday Sept. 27 – Henniger Flats, Altadena. Ride Leader-Scott Dayman.

Saturday Sept. 29 – Lower Sam Merrill/Sunset Ridge/El Prieto Trail Loop, Altadena. Meet at the top of Lake Avenue at 8:30 am. Ride Leader – Doug Sullivan.

* ANF=Forest Adventure Pass required



Classifieds

1997 Blue Stumpjumper M2 – M2 X butted Metal Matrix Ceramic Composite Chassis (20% stiffer, 8% stronger). Manitou Pro Fork with coil/MCU-sprung suspension with Specialized Stout front hub. Shimano Deore XT/Deore LX Derailleurs and LX SL Rapidfire shifters. New forged Son of StrongArm crank. Avid "Single Digit" cold-forged linear pull brakes with Speed Dial brake levers. Specialized Team Control/Team Master Kevlar bead tires, Mavic 238 rims and Ritchey spokes. Made in U.S.A. Upgrades include Kore Stem & Shimano DH Pedal (or Ritchey Logic Clipless). 20.5" Frame. Like New. \$650 OBO. Call John at 310-407-7040.

18" steel hardtail mtb frame – \$199 or best offer. Call Doug Sullivan 626-683-8327 or e-mail hardtailmtnbiker@yahoo.com or MtWilsonmtnbiker@cs.com

PMBC RideLine

(626) 577-RACE

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Club Information

Mailing Address	PMBC 1670 East Walnut Street Pasadena, CA 91106
President	Martin Gomez (909) 596-6603 martin@pmbc.org
Treasurer	Forrest Hayashi (562) 621-2158 forrest@pmbc.org
Beginners' Ride Coordinators and News/Web Editors	Scott & Katrina Dayman scott@pmbc.org
Thursday Night Ride Coordinator	Piero Longhi (626) 296-3143
Racing Team Manager and Advertising Coordinator	Colette Hallman (626) 794-1245
Fitness Expert	Doug Sullivan doug@pmbc.org
PMBC Rideline	(626) 577-RACE
General Membership	membership@pmbc.org
Drive-by E-Mail	mailbag@pmbc.org



PMBC Membership Application

What are your interests?

Touring
 Beginner Rides
 Racing
 Recreational Rides
 Trail Maintenance
 Thursday Night Rides
 Riding Clinics
 Maintenance Clinics
 Trail Access Issues
 Other _____

name _____
 address _____
 city, state, zip _____
 phone _____
 e-mail _____
 home page url _____
 racing class: beginner sport expert semi/pro
*new members: \$25 (jan-mar), \$19 (apr-jun)
 \$13 (jul-sep), \$7 (oct-dec)*
*old members: \$15 (jan-mar), \$11 (apr-jun)
 (renewals) \$7 (jul-sep), slacker! (oct-dec)*

mail checks only to: Pasadena Mountain Bike Club 1670 E. Walnut Pasadena, CA 91106

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Pasadena, California 91106

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